

1. (currently amended) An air suspension anti-roll stabilization system comprising air suspension means of at least two air bags mounted upon an axle via respective leaf spring suspension arms of an associated vehicle on respective opposed sides of a longitudinal axis of the vehicle, with the axle being located at least partially with respect to a frame or chassis of the vehicle by means of said leaf spring suspension arms which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end mounted pivotally to the vehicle frame or chassis wherein anti-roll means is connected rigidly to the pair of longitudinal leaf spring suspension arms at or adjacent connection points at which the one end of each suspension arm is pivotally mounted to the frame or chassis, said anti-roll means being one of a bar and tube and connected directly perpendicularly and transversely across said longitudinal axis of said vehicle between said connection points such that it adds transverse, torsional stiffness to the suspension arms at or close to the connection points during vehicle roll.

2. (cancelled)

3. (cancelled)

4. (cancelled)

5. (cancelled)

6. (currently amended) A system according to claim 1, wherein the longitudinal suspension arms upon which the air bags are mounted act as beams which are pivotally mounted at their one ends to the frame or chassis of the vehicle during normal vehicle motion and which are caused to act as beams which are fixed or tending towards "encastre" at their pivotally connected ends by the anti-roll means during roll motion of the vehicle.

7. (currently amended) A system according to claim 1 further arranged to allow resist rotation of the suspension arms to rotate in opposite directions about associated pivot points during vehicle roll thereby stiffening the suspension arms, while allowing the suspension arms to rotate in the same direction during normal, straight axle ride.

8. (cancelled)